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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

25X1

COUNTRY

East Germany

DATE DISTR. 7 September 1955

SUBJECT

Railroad Construction Projects

NO. OF PAGES 3

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PLACE

ACQUIRED

Germany, Munich

NO. OF ENCLS.
(LISTED BELOW)

DATE OF
INFO.

June 1955

SUPPLEMENTARY
REPORT

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THIS IS UNEVALUATED INFORMATION

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1. The following information was obtained between 10 and 18 June 1955:

- a. Minister of Traffic Kramer demanded that the Saarmund - Golm railroad line be completed within one year at the latest. The total cost of the project has been estimated at 100 million DME. The designs for the bridge to be constructed near Forsthaus Templin were to be completed by 1 July 1955. Work on the construction of the embankment across Lake Templin was to be started on the same day. At the construction site, the Havel River is 5 meters deep and the mud layer of the river bed has a thickness of 3 meters. Attempts will be made to remove the mud by means of dredgers. The entire project has been given the cover name of "Saugarten".¹
- b. The construction of a new railroad line between Eberswalde and Lowenberg via Gross Schoenebeck has again been planned. It appears that the Soviet Army demanded the construction of this line. A Soviet colonel and German railroad technicians already inspected the course of the new line.²
- c. On 19 June 1955, the section of the Oder River bridge at Kuestrin which consisted of military bridge equipment was dismantled. The new bridge section was to be floated in position on 1 July. It was expected that double track operations on the railroad bridge could be resumed on 15 July. The bridge was guarded by Soviet soldiers.³
- d. The railroad bridge over the Oder River near Neu-Ruednitz has been completed. The bridge was guarded by German and Polish police. Load tests have not yet been made. During the reported period, 100 meters of trackage were built on the German side of the bridge in order to facilitate load tests with a locomotive.⁴
- e. Railroad construction projects have become more costly because of the rise in the price of building materials. The price of timber rose by 200 percent and the price of steel by 150 percent.

2. The following information was obtained between 20 and 23 June 1955:

- a. Work on the construction of the Saarmund - Golm railroad line will be

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started in 1955. Designs were being made for the [redacted] connected with this project.¹

- b. Work on the construction of the Hoyerswerda - Schwarze Pumpe railroad line has been begun; during the first construction phase, the line is to be built as far as kilometer station 7.5 north of Hoyerswerda.⁵
- c. The Technische Zentralamt der Reichsbahn (Central Technical Office) installed an experimental brake to be used on humps at the Berlin - Schoeneweide marshalling yard. The new type brake is 4 meters long and was built at the VEB Schwermaschinenbau (Heavy Machinery Works) at Wildau. The brake is operated hydraulically and produces a brake pressure of 90 atmospheres. It has been found [redacted] that this brake effect is too small for a length of brake path of four meters. Railroad cars which have a load of 30 tons and a speed of 15 km/h are just stopped, while cars which have a higher speed are only retarded.

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3.

- a. Preparations have been made to reconstruct as a standard-gauge railroad line the Taubenheim on the Spree River - Loebau railroad line which was dismantled in 1945.⁶
- b. A construction office charged with the execution of construction work on the new track between Knappenrode and Schwarze Pumpe has been established at Hoyerswerda. The track is a section of the new railroad line from Hoyerswerda to Spremberg via [redacted] Knappenrode and Schwarze Pumpe. Construction work is to be started [redacted] in 1955.⁵

4. Between 10 and 20 June 1955, it was learned from railroadmen from Koenigsbrueck that the railroad bridge over the Auetal valley at Koenigsbrueck was closed for heavy trains loaded with tanks. The bridge is in such poor condition that tank shipments must be rerouted via Kamenitz / Strassgraebchen / Schwepnitz. Only individual tanks on flat cars attached to normal freight trains may cross the railroad bridge at Koenigsbrueck. Tank shipments dispatched to the Koenigsbrueck training area may also be sent via Hohenbocka.

1. [redacted] Comment. Information on the construction of this railroad line section which will close the last remaining gap of the Berlin Rail Circuit was transmitted previously.

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2. [redacted] Comment. Plans for the construction of this railroad line were discussed by order of the Soviets some years ago. The new line in conjunction with line sections already in existence will establish a new east-west rail route north of Berlin. This new route will have major military importance for the Soviets.

3. [redacted] Comment. [redacted] temporary bridge equipment had been used for the reconstruction of a section of the railroad bridge over the Oder River at Kuestrin. The replacement of this equipment by a permanent construction was also reported [redacted]

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4. [redacted] Comment. The completion of this railroad bridge of the Oder River was known previously. The bridge was destroyed during the war. The Wriezen - Neuruednitz line which leads to the bridge on the western side of the Oder River has not yet been completed. For this reason it was necessary to construct a 100-m stretch of trackage for load tests. See [redacted]

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
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5.  Comment. Information on the construction of this new railroad line was transmitted previously 

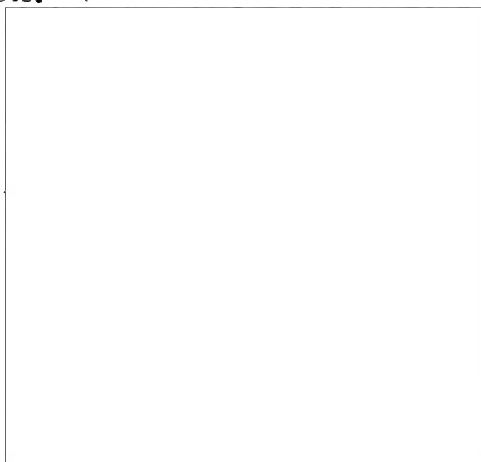
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6.  Comment. This information refers to the narrow-gauge Taubenheim - Duerrhennersdorf railroad line. The intention to have this railroad line reconstructed standard - gauge has been reported for the first time. This construction program is of local importance only.

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7.  Comment. The bridge is located on the Dresden - Koenigsbrunn railroad line which serves the Soviet troop training grounds in this area. It may be expected that the bridge will soon be repaired by order of the Soviets.

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**SUPPLEN
REPORT**

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THIS IS UNEVALUATED INFORMATION

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1. The following information was obtained between 10 and 18 June 1955:
 - a. Minister of Traffic Kramer demanded that the Saarland - Golem railroad line be completed within one year at the latest. The total cost of the project has been estimated at 100 million DME. The designs for the bridge to be constructed near Forsthaus Templin were to be finished by 1 July 1955. Work on the construction of the embankment to be built across Lake Templin was to be started on the same day. At the construction site, the Havel River is 5 meters deep and the mud layer of the river bed has a thickness of 3 meters. Attempts will be made to remove the mud by means of dredgers. The entire project has been given the cover name of "Saugarten".¹
 - b. The construction of a new railroad line between Eberswalde and Lowenberg via Grosse Schoenebeck has again been planned. It appears that the Soviet Army demanded the construction of this line. A Soviet colonel and German railroad technicians already inspected the course of the new line.²
 - c. On 19 June 1955, the section of the Oder River bridge at Kuestrin which consisted of military bridge equipment was dismantled. The new bridge section was to be floated in position on 1 July. It was expected that double track operations on the railroad bridge could be resumed on 15 July. The bridge was guarded by Soviet soldiers.³
 - d. The railroad bridge over the Oder River near Neu-Ruednitz has been completed. The bridge was guarded by German and Polish police. Load tests have not yet been made. During the reported period, 100 meters of trackage were built on the German side of the bridge in order to facilitate load tests with a locomotive.⁴
 - e. Railroad construction projects have become more costly because of the rise in the price of building materials. The price of timber rose by 200 percent and the price of steel by 150 percent.
2. The following information was obtained between 20 and 23 June 1955:
 - a. Work on the construction of the Saarland - Golem railroad line will be

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started in 1955. Designs were being made for the earthworks connected with this project.¹

- b. Work on the construction of the Hoyerswerda - Schwarze Pumpe railroad line has been begun; during the first construction phase, the line is to be built as far as kilometer station 7.5 north of Hoyerswerda.⁵
- c. The Technische Zentralamt der Reichsbahn (Central Technical Office) installed an experimental brake to be used on humps at the Berlin - Schoeneweide marshalling yard. The new type brake is 4 meters long and was built at the VEB Schwermaschinenbau (Heavy Machinery Works) at Wildau. The brake is operated hydraulically and produces a brake pressure of 90 atmospheres. It has been found that this brake effect is too small for a length of brake path of four meters. Railroad cars which have a load of 30 tons and a speed of 15 km/h are just stopped, while cars which have a higher speed are only retarded.

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3.

- a. Preparations have been made to reconstruct as a standard-gauge railroad line the Taubenheim on the Spree River - Loebau railroad line which was dismantled in 1945.⁶
- b. A construction office charged with the execution of construction work on the new track between Knappenrode and Schwarze Pumpe has been established at Hoyerswerda. The track is a section of the new railroad line from Hoyerswerda to Spremberg via Knappenrode and Schwarze Pumpe. Construction work is to be started in 1955.⁵

- 4. Between 10 and 20 June 1955, it was learned from railroadmen from Koenigsbrueck that the railroad bridge over the Auetal valley at Koenigsbrueck was closed for heavy trains loaded with tanks. The bridge is in such poor condition that tank shipments must be rerouted via Kamenz / Strassgraebchen / Schwepnitz. Only individual tanks on flat cars attached to normal freight trains may cross the railroad bridge at Koenigsbrueck. Tank shipments dispatched to the Koenigsbrueck training area may also be sent via Hohenbocka.

- 1. Comment. Information on the construction of this railroad line section which will close the last remaining gap of the Berlin Rail Circuit was transmitted previously.

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- 2. Comment. Plans for the construction of this railroad line were discussed by order of the Soviets some years ago. The new line in conjunction with line sections already in existence will establish a new east-west rail route north of Berlin. This new route will have major military importance for the Soviets.

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- 3. Comment. Roth type military bridge equipment had been used for the reconstruction of a section of the railroad bridge over the Oder River at Kuestrin. The replacement of this equipment by a permanent construction was also reported.

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- 4. Comment. The completion of this railroad bridge of the Oder River was known previously. The bridge was destroyed during the war. The Wriezen - Neuruednitz line which leads to the bridge on the western side of the Oder River has not yet been completed. For this reason it was necessary to construct a 100-m stretch of trackage for load tests. See

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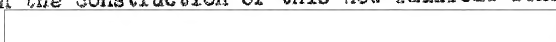
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
5.  Comment. Information on the construction of this new railroad line was transmitted previously. 

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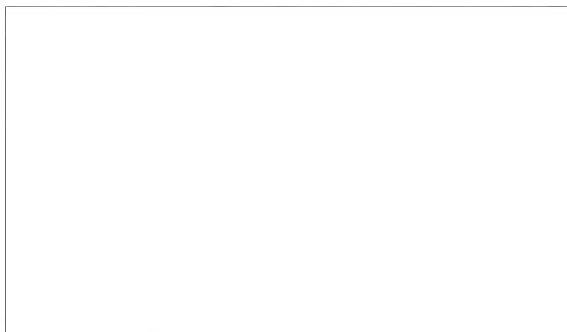
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6.  Comment. This information refers to the narrow-gauge Taubenheim - Duerrhennersdorf railroad line. The intention to have this railroad line reconstructed standard - gauge has been reported for the first time. This construction program is of local importance only.

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7.  Comment. The bridge is located on the Dresden - Koenigsbruck railroad line which serves the Soviet troop training grounds in this area. It may be expected that the bridge will soon be repaired by order of the Soviets.

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